



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC.			
NORTH BOUND.			
St. Louis and St. Louis.	Arrive.	Leave.	
San Antonio and St. Louis.	7:30 a.m.	8:00 a.m.	
SOUTH BOUND.			
St. Louis and Laredo.	7:30 p.m.	8:00 p.m.	
St. Louis and San Antonio.	8:30 a.m.	9:00 a.m.	

TEXAS AND PACIFIC.			
EAST BOUND.			
No. 1 daily.	7:35 a.m.	8:00 a.m.	
No. 2 daily.	8:40 p.m.	9:00 p.m.	
WEST BOUND.			
No. 1 daily.	8:05 p.m.	8:30 p.m.	
No. 2 daily.	11:40 a.m.	12:00 p.m.	

TRANSCONTINENTAL.			
NORTH BOUND.			
Fort Worth, Whitesboro and Arrive.	Leave.		
Texas City.	8:00 a.m.	8:30 a.m.	
Texas City.	8:30 a.m.	9:00 a.m.	
SOUTH BOUND.			
Texas City, Whitesboro and	12:45 a.m.	1:00 a.m.	
Texas City, Sherman and	8:30 a.m.	9:00 a.m.	
Fort Worth.			

FORT WORTH AND DENVER.			
Fort Worth.	9:15 a.m.		
South bound.	7:15 p.m.		

GULF, COLORADO AND SANTA FE.			
NORTH BOUND.			
Arrive.	Leave.		
No. 1.	8:30 a.m.	8:50 a.m.	
SOUTH BOUND.			
No. 1.	11:00 a.m.	11:30 a.m.	
No. 2.	8:40 p.m.	9:00 p.m.	

FORT WORTH AND RIO GRANDE.			
Fort Worth.	6:50 p.m.	10:00 a.m.	

HOUSTON AND TEXAS CENTRAL.			
Express trains.	8:30 p.m.	10:45 p.m.	
Express trains.	4:10 a.m.	11:30 a.m.	
All the above trains stop at the Union Depot.			
C. D. Lusk Ticket Agent.			

THE RAILROADS.

All the Texas Railroads Will Sell Round Trip Tickets to Austin For Five Dollars.

A Railroad to the Coal Lands, to the Plineries and to Deep Water.—The Cotton Belt Notes.

Home Notes.

H. C. Conney, trainmaster on the Santa Fe, was in Fort Worth yesterday.

J. M. Phillips, superintendent of the Gulf, Colorado and Santa Fe, was in Fort Worth yesterday.

The Santa Fe will sell round trip tickets to the Austin drill for \$5.

J. D. Grant, traveling passenger agent of the Queen and Crescent, was in Fort Worth yesterday.

A large force of men are at work putting down the track of the Fort Worth and New Orleans to a connection with the Fort Worth and Denver.

Fort Worth will have a direct line to the plineries and a line to a deep-water port before many moons wax and wane. These are undoubted facts.

Major E. W. Cav., treasurer of the Houston and Texas Central, was in Fort Worth yesterday. It was whispered that he came to prepare for an extension of the road.

It is stated on unquestioned authority that a railroad company is now preparing to build fifty miles of road to coal, and Fort Worth will be the initial point of that road.

Agent Harris says that probably by June 1 the St. Louis, Arkansas and Texas will be running lightning express trains, and the finest equipped in the state, from Fort Worth through to Memphis without change. Good for the Cotton Belt.

B. W. McCullough, general passenger and ticket agent of the Texas and Missouri Pacific, has issued circular notice that the rate to the Austin drill will be \$5 for round trip from all points on the line east of Cisco, including all transcontinental points. From points west of Cisco one ticket fare will be added. These tickets will be on sale May 12 to 15, inclusive, good to 24th to return.

General Passenger Agent Faulkner announces that the Houston and Texas Central will sell round trip tickets to the Austin drill and capitol dedication for \$5 and that through sleepers will be carried on May 14 to 19 inclusive. The train will leave Fort Worth at 3:30 p. m., and arrive in Austin at 10 a. m., next morning. Returning the train leaves Austin at 6:15 p. m., and reaches Fort Worth at 11:10 a. m. next morning.

On account of the Improved Order of Red Men's meeting at Shreveport, La., the Santa Fe will sell tickets for one and one-half first-class limited fare for round trip, good going May 15 and to return May 19. On account of the Cumberland Presbyterian church meeting at Baltimore excursion rates on the Santa Fe will be one and one-half fare, using first-class limited rate in computing round trip rates.

Sell May 12, 13 and 14, limit for return to June 5.

The Arkansas Pass Assured.

Austin, Tex., May 8.—Austin people to-day signed a two million dollar bond to guarantee the right of way and depot grounds for the Austin branch of the Arkansas Pass Road.

Texasiana Notes.

Special to the Gazette.

TEXARKANA, Tex., May 8.—Captain L. B. Fisher, one of the officials of the Cotton Belt line informs THE GAZETTE reporter that their trains were not delayed by high water as reported last night.

W. H. Winfield, the general agent of the company left here to-day in charge of a train of eight cars of ministers on their way to the great Baptist convention at Richmond, Va.

The G., S. and St. L. Sold.

Special to the Gazette.

LONGVIEW, Tex., May 8.—The Galveston, Sabine and St. Louis Railroad sold to-day for the remarkably low sum of \$100,000, five times cheaper than was expected. Intricate litigation was the cause of the small amount. W. J. Curtis of Summit, N. J., bid it in for the account of C. M. Whitney & Co., New York. Among the largest eastern capitalists present was C. M. Whitney, N. S. Easton of New York, and W. J. Curtis of Summit, N. J., whose wife accompanied him. Governor Brown of St. Louis was to have been here, but sickness prevented.

JAY GOULD INTERVIEWED.

WHAT HE SAYS REGARDING THE INTERNATIONAL AND THE MISSOURI, KANSAS AND TEXAS.

New York, May 8.—Jay Gould said yesterday to a reporter of the Tribune in reply to a particular question: "The street rumors that I shall start for the west to-night are not correct. I hope to make an inspection of the southwestern system in a short time, but I can't say when I shall leave the city. I presume the management of the Missouri, Kansas and Texas will be able to extract blood from the turnip. I have not been unable to do so."

About the lease of the International and Great Northern which has been annulled, Mr. Gould said: "I have heard nothing about these things till my return from Europe. I discovered that the International was spending more than its gross earnings, and in the first quarter the excess of the expenditure was \$141,277. I asked the reason for this condition and learned for the first time that the Attorney-General of Texas had begun suit against the company. His complaint about the physical condition of the road was being remedied as fast as possible, and a good deal of money was spent on improvements. The suit comes up in June, and aside from that point I understand that the laws of Texas are very strict, not only about the consolidation of competing lines, but also the interchange of business by connecting railroads. If the suit by the state should be successful, the stock of the International and Great Northern would be absolutely worthless. My efforts recently have been to preserve the rights of the stockholders."

In regard to the rumors about the possible default in the payment of June interest on Missouri, Kansas and Texas bonds, Mr. Gould intimated that the question was one for the proposed new management and not for him. "The new owners will find the property in good condition," he remarked, "but they will have to say what they will do with it. The territory has been divided closely, and with the building of every new line the rates for transportation have been lowered. The new owners will be hampered about connections. The Missouri Pacific has given the Kansas and Texas much more business than the Missouri, Kansas and Texas. To answer the inquiry why the Missouri Pacific has been able to pay dividends when the other company has not earned its fixed charges, it is only necessary to say that the fixed payments of the Missouri, Kansas and Texas are larger per mile than those of the Missouri Pacific with 10 percent dividends added. The Missouri Pacific is singularly free from positive guarantees, and I do not know of a property that this moment is in a snugger place."

NEW RAILS FOR THE EAST AND WEST TEXAS.

CONDITION OF THE ROAD AS SHOWN BY THE RECEIVER'S STATEMENT.

Special to the Gazette.

HOUSTON, Tex., May 8.—The Hon. A. L. Richardson, Special Master in Chancery of East and West Texas Railway Company, to whom was referred the application of Receiver Howe for permission to purchase new steel rails for fifteen miles of the track of the road, will report in the morning in favor of permitting the rails to be purchased, their cost to be paid for out of the next six months' net earnings of the road. Estimated by the business of the past two years, the net earnings of the road for the next six months will average \$10,000 a month, and the aggregate \$60,000 which will pay for the steel rails asked for by the receiver for fifteen miles of track. The order will not involve the road in any increased indebtedness. It is

estimated, and it is likely that a large majority will approve the master's report when it comes before him to-morrow. The report of the master further shows that the receiver, besides paying all operating expenses has paid two semi-annual installments of interest. He has also paid off over \$50,000 of preferred liabilities which had been incurred when the road was placed into his hands, and has built seventeen miles of new road, completing the connection through to Shreveport.

A GREAT ROAD.

PROSPECTS OF IMMEDIATE CONSTRUCTION OF THE MONTEREY AND TAMPAICO RAILWAY.

Special to the Gazette.

MONTEREY, Mex., May 8.—Considerable talk and rail ad booming is going on in this city over the prospect of the immediate construction of the Monterey and Tampico Railway, which is to be built by a company containing many of the most prominent public men of the nation. Among the number is said to be President Diaz, Secretary of State Romero, Rabilo, General Trevino and others. The company have received from the government the most liberal concession of any syndicate which has ever built or contemplated building a railroad in Mexico. Aside from the subsidy which is large, consisting of money, immense areas of land, a free right of way through the country without being compelled to pay indemnity or damages. The company in case of war does not have to surrender their road to the government for the time being as it is the case with other roads in this country. It is said that Yankee capital will be employed in its construction. The surveying corps left the city this morning to lay out the proposed route. General Trevino has been elected general manager of the enterprise, and the affairs are therefore placed under his unqualified control. The line Italian hand of President Diaz can easily be seen in this portion of the affairs. Trevino was to have succeeded him to the Presidency at the coming election, but Don Porfirio, wishing to secure a second term, had the Mexican laws so amended as to allow his re-election, and in order to keep Trevino quiet secured him the above position and an almost unlimited stock in the enterprise. With Trevino in Northern Mexico Diaz has no fears about his almost unanimous re-election and the defeat of Ygenilaplis.

COLORADO CITY ABANDONED.

A STRONG MOVEMENT ON FOOT TO SECURE A ROAD NORTH AND SOUTH.

COLORADO, TEXAS, May 8, 1902.

Special to the Gazette.

A mass meeting of the citizens of Mitchell county was held at the headquarters of the Mitchell County Immigration Society this afternoon, in the interest of a north and south railroad, via Colorado City, and was attended largely by our representative business men and stock farmers. Byron Parsons was called to the chair and P. D. Cordell acted as secretary. W. V. Johnson offered the following resolution which was unanimously adopted:

Resolved, that the executive committee of the Mitchell County Immigration Society, composed of the following named well known business men, viz: Wm. Martin, chairman; F. M. Burns, vice chairman; P. D. Cordell, secretary and treasurer; C. H. Earnest, J. T. Harness, F. R. Blount, W. V. Johnson, H. M. Sims, D. N. Arnett and J. P. Butler, accept the trust of looking after and securing the building of a north and south railroad via Colorado City, from a former railroad committee selected by the citizens of Mitchell county, and the funds subscribed to conduct and pay for the conduct of the work of the same, they (the executive committee) necessarily meeting at their headquarters every Saturday afternoon, pledging themselves to devote their time and energies and means to the securing of a north and south railroad via Colorado City.

On motion the old railroad committee were honorably discharged.

On motion the mass meeting adjourned when the executive committee of the Mitchell County Immigration Society was called to order, J. M. Burns in the chair, and P. D. Cordell, secretary.

On motion of W. V. Johnson the trust of railroad matters and the use of funds subscribed and tendered the committee was unanimously accepted.

On motion the secretary of the Mitchell County Immigration Society was authorized to at once correspond with citizens of Ballinger, Russell county, and land owners along the contemplated route of the survey of the Gulf, Colorado and Santa Fe Railroad from Ballinger to Colorado City, to secure their co-operation and the right-of-way and aid of money and land donations, and present same to the officials of the Gulf, Colorado and Santa Fe Railroad and urge upon them to accept the same and at once commence the construction of this road. On the other hand we learn that the San Antonio and Arkansas Pass Railroad Company and the Texas and Pacific Railroad Company are knocking at our door for admittance for a railroad from St. Angelo via Colorado City, by the San Antonio and Arkansas Pass Railroad Company and for a railroad from Colorado City to St. Angelo, by the Texas and Pacific Railroad. F. R. Blount was appointed on a special committee, to correspond with a former engineer and surveyor, Bassett, and secure from him the field notes and estimates of the cost of building a railroad from St. Angelo to Colorado City made in 1885, with the purpose of negotiating with one or both of these railroad companies to build a road for us, from St. Angelo via Colorado City, we pledging ourselves to secure right of way and give liberally of our means and lands as an inducement for one or both of these roads to build to our city. Our executive committee will be on the alert and will leave no stone unturned to secure a north and south railroad via Colorado City. As far as the extension of a railroad north of Colorado City is concerned, we have the written assent of the land owner and stock raisers of Scurry Kent, Lubbock, Crosby and other north counties that they are in full sympathy with us and will readily co-operative in securing right-of-way, and will donate money and lands to the first company that will build a railroad via Colorado City north through their counties, so you see we are determined to have a north and south railroad if efforts, hard work and lands and money given will secure one.

The Texas and Pacific Railroad is doing all the business its rolling stock can carry, and last month, April, took in cash \$50,000, from Colorado City, for freight on shipments made from this point. Were they reorganized to-day they would be at work surveying a branch road south to San Angelo and a north road to state line from Colorado City, and would have both roads under construction.

FOREIGN AFFAIRS.

The Emperor of Brazil Suffering from Pleurisy—His Condition Serious.

Italy.

DON PEDRO SUFFERING FROM PLEURISY. MILAN, May 8.—The Emperor of Brazil is suffering from pleurisy. The physicians attending him say his condition is serious.

Ireland.

TO DISCUSS THE POPE'S RESCRIPT.

DUBLIN, May 8.—In accordance with a request of the Catholic members of Parliament the Lord Mayor of Dublin has called a meeting for May 17 to discuss the Pope's rescript. The requisition had sixty-six signatures.

CONDENMED THE RESCRIPT.

DUBLIN, May 8.—The National League meeting held at Sligo to-day adopted resolutions condemning the rescript and pledging those present to submit to Mr. Parnell's guidance.

England.

KILLED BY HIS HORSE.

LONDON, May 8.—As Malone Sands, an American, was starting out for a ride last evening his horse fell and rolled upon him. Mr. Sands was removed to St. George's hospital where he died two hours after-ward. He married a niece of the American banker Levi P. Morton.

China.

MONUMENT TO GEN. GORDON.

LONDON, May 8.—The Chinese government has decided to erect a monument to Gen. Gordon on the scene of his victory over the Taling rebels.

Three thousand persons have been drowned by the flood in the Canton river.

Germany.

EMPEROR FREDERICK'S CONDITION.

BERLIN, May 8.—The Emperor passed a better night and slept fairly well. The discharge of pus is decreasing and his fever is low.

Holland.

THE KING'S HEALTH IMPROVING.

THE HAGUE, May 8.—The King's health is steadily improving. Although unable to leave his rooms as yet, he receives visitors daily.

PALESTINE.

Convictions in the District Court on Pleas of Guilty—An Assassination Confession.

Special to the Gazette.

PALESTINE, Tex., May 8.—On the pleas of guilty the following convictions were had in the District court to-day, all colored men:

Ed Brown, burglary, five years.

Dick Phillips, three cases of theft and burglary, nine years.

Spencer Hanks, rape of an aged colored woman, five years.

John Martin, theft of horse, five years. Two weeks ago Ane Wylie, a colored man living near Kikapoo, in this county, was called out upon his gallery and shot to death by some person who lay concealed near the house. At the time of the assassination no suspicion rested upon anyone in the neighborhood, but one Gus Smith, another negro living in the neighborhood having disappeared suddenly, connected with other circumstances led the citizens to believe he was the assassin.

Pursuit was begun immediately, and three days ago Smith was captured in Smith county, and was brought before Justice Cappe of Naches day before yesterday for an examination. When brought before the court, in spite of the legal waving in such cases, he persisted in acknowledging his guilt. Smith's statement is that a negro named Buck Hollis, with whom he had trouble about his wife, was the man he intended to kill, that he hid behind a wood pile and when Wylie came out of the house fired on him, supposing him to be Hollis. When asked how he felt when he saw Wylie fall, he jokingly replied, about like a man feels when he shoots a squirrel off a tree. Smith was lodged in jail here yesterday. He has been indicted by the grand jury and his trial set for the 10th.

Anglo-American is known as the great regulator of the negative of all over the world, and is the only one that can be relied upon for the best and most complete service.

YESTERDAY'S RACES.

Second Day of the Spring Meeting of the Kentucky Association.

LEXINGTON, Ky., May 8.—The second day of the spring meeting of the Kentucky Association was well attended. The track was slow.

First race—Purse \$300, for all ages. The flag fell at the first attempt with Emma Hancock in the lead, Persimmons second, and Gleaner third.

Before they passed the half mile Herdic had sent out over to the front, followed closely by Emma Hancock and Gleaner. The jockeys commenced to ride from this point. As they turned into the stretch Sooton was leading by half a length, Gleaner second, Persimmons third. Halfway down the stretch Badness sent Persimmons to the front, and after an exciting finish won by a length from Sooton who was the same distance in front of Gleaner, third. Time, 1:12 1/2.

Second race—Phoenix note stakes for three year-olds, one and one quarter miles. Starters, Macbeth, Antero and the Chevalier. They got off at the first attempt with Macbeth slightly in the lead, Antero second. Close together they came down the stretch, Antero leading by a neck and swept past the stand with Macbeth second. At the quarter they were close together, Lewis noting the Chevalier well in hand. Around the back stretch Macbeth was leading by half a length. As the jockeys commenced to ride and the race began. They ascended the hill, the Chevalier commenced drawing near the leader and as they turned into the stretch he was ahead, with Macbeth running in easy. A shout went up from the grand stand as the Chevalier dashed under the wire, a winner by two lengths from Macbeth, second, who was the same distance in front of Antero. Time, 2:10. Pools—Macbeth 25, Antero 22, Chevalier 6. Post odds—Chevalier 4 to 1, Macbeth 7 to 1, Antero 2 to 1.

Third race—Selling purse, \$200, in allowance, one mile. They went away with Red Stone in the lead, Frederic second, Landlady third, the balance bunched. At the quarter Williams sent Frederica to the front, lapped by Red Stone with Steve Jerome, third. As they reached past the back stretch Freeman sent Red Stone back to fourth place, while John Gray moved up to a second place. As

THE FLYING DOVE OF PEACE.

A nicely frosted cigarette. Flying Dove brand. Double Life across standard. An imported frosted cigarette. A small set of magnificent floral cards. You can get a box of the cigarette. O. McLANE'S CELEBRATED LIVER PILLS (see ad.) and mail as the outside wrapper on the box for 4 cents in stamps. Write the address plainly. FLEMING BROS., PITTSBURGH, PA.

Don't miss the half mile race. As the bunched dashed past the three-quarter pole Covington gave Tador his head and on entering the stretch he was slightly in the lead while Freeman was bringing Redstone from the stretch at a rattling pace. One-half way down the stretch they were neck and neck and under the driving hand Tador won by a length from Redstone who was some distance in front of John Gray third. Time, 1:42 1/2. Post odds, two to one on Tador.

Fourth race—Purse \$300 for two-year-olds, half mile. Five attempts were made before flag fell and the youngsters dashed away in a bunch, except Overture who was left at the post. As they rounded into the stretch Chickowee was leading an easy length, Paridita second. Leader grew gradually away and dashed under the wire an easy winner by four lengths in front of Unlucky, second, a length, and in front of Santa, third. Time, 1:05 1/2.

Fifth race—extra purse, three-fourths of a mile. Cutaway was first to the front with Unlucky second and Cupid third. They raced in these positions to the string, Unlucky making a strong dash; Cutaway running by a half length in front of Unlucky, two lengths in front of Cupid, third. Time, 1:16.

In the fourth race Williams, the jockey of Overture, attempted to pull his ally up. When the starter called him to go he replied, "I wish you was dead." The starter reported the matter to the judges, and Williams was suspended for six months.

WEATHER AND CROPS.

Red River Farmers Exulted Over the Turbulent Condition of the River.

At Vernon.

Correspondence of the Gazette.

VERNON, Tex., May 7.—The heaviest rains witnessed for many years fell here Saturday and Sunday nights. Some water fell as much as six inches of water fell Saturday night. Every stream was full and out of its banks.

Vernon is again the terminus. The railroad bridge was washed out yesterday morning, the entire bridge is gone, and it will be several days before it can be rebuilt so that trains can cross.

There was some hail last night. Up to this time no considerable damage to crops has been heard of.

The small grain is doing finely. About nine car loads of seedlings have been sold here already this spring.

Red River Farmers Unhappy.

Correspondence of the Gazette.

DEKALB, Tex., May 6.—The leading citizens of Dekalb who own the R. d river farms immediately north of this place are much exercised over the turbulent condition of the river which is higher now than it has been since 1843. Many of the finest farms are wholly submerged and many houses have been washed away and a great many stock and cattle lost. Reports to-day say that the river is falling. Heavy rains fell here yesterday. Farm work is stopped.

At Chappell Hill.

Correspondence of the Gazette.

CHAPPELL HILL, Tex., May 7.—It has been raining here at intervals for two weeks, clearing off last night after a hard blowing rain from the northwest. Tanks and cisterns are well supplied, and water for stock during the summer is assured. There are some fears of the Brazos overflowing if much more water falls above here. Corn and cotton is in splendid condition, and never looked better at this time of year.

At Newport.

Correspondence of the Gazette.

NEWPORT, Tex., May 7.—The heaviest rain of the season fell on the night of the 5th and morning of the 6th inst.

Crops are growing excellently, garden vegetables are fine, and crops generally are good.

Our country is looking up.

At Chicago.

Correspondence of the Gazette.

CHICAGO, Tex., May 7.—The heaviest rain fell here yesterday that has fallen this spring. Crops are growing nicely except cotton, which has been ruined in some localities by worms.

At Kaufman.

Special to the Gazette.

KAUFMAN, Tex., May 8.—Kaufman and the surrounding country have been blessed with good rain, and the outlook for good crops is flattering.

GRANBURY.

Disappointed Excursionists—Immigration Agents at Work.

Special to the Gazette.

GRANBURY, Tex., May 8.—The heaviest rain of the season was witnessed early Sunday morning just as the excursion train came in from Fort Worth. A large crowd had prepared for the picnic at Mustang, and also to take in Fort Worth, but the rain broke up the picnic and the greater part of the crowd had decided to go on to the Fort, but owing to the heavy rain that was falling every one was delayed in getting to the depot and as the train was behind time it did not remain here but a very few moments and those who were going got left on account of the early departure of the train. The next excursion will be taken advantage of by many if the weather permits.

Mr. T. A. Wilkinson, immigration agent of the Fort Worth and Rio Grande Railroad, has been here several days in the interest of the immigration movement. The business men of the town have subscribed very liberally to the cause and have high hopes of a benefit being derived from the money that has been paid out for immigration matter during the last four months.

An eastern paper tells of the queer way in which the town of Orrington, Me., got its name. The citizens decided upon the name of Orangtown, and sent their minister to get an act of incorporation from the Legislature. The clerk of that body was a little shaky on orthography and thought "orrig" was the proper way to spell orange. The pastor loved a joke and made no correction, but let the word go as written.

The General Debility, Nervousness, Consumption, and Wasting of the System, caused by the loss of the blood, is cured by the use of the Flying Dove of Peace.

Two years ago the Japanese government sent a committee to Philadelphia to learn how its mint is made and conducted. On the route the committee examined the San Francisco mint. Japan has now a mint in full operation in Osaka, and in remembrance for favors the committee have sent to the American mint a collection of Japanese coins and medals and pictures of the new Osaka money making factory.

An Albany cattle broker is so much afraid of meeting death in a violent death that he cannot be persuaded to ride on a railroad train or steamboat, or cross a bridge.

The Flying Dove of Peace is the most reliable and most complete system of the world.

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THE MISSOURI PACIFIC RAILWAY.

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